

THE OMAHA DAILY BEE.

FOURTEENTH YEAR.

OMAHA, NEB., SATURDAY MORNING, AUGUST 23, 1884.

56

WAR AND PESTILENCE.

France and China Prepare to Knock Each Other Out of Time.

The War Between the Two Nations Practically Opened.

The Ravages of the Cholera Continue Unabated in France.

The Deadly Scourge in Italy, Ireland and Switzerland.

The Christian Young Men of the World at Berlin.

The Cuban Patriot Aguerre Said to be Captured—Foreign News.

The Franco-China War.

ON THE WAY TO WAR.
LONDON, August 22.—A dispatch from Shanghai to Reuters' Telegram says: Vi Comte de Daulme, French representative at Peking, immediately after lowering the French flag the legation started for Shanghai.

PARIS, August 22.—Admiral Courbet was ordered to bombard the arsenal at Foo Chow this morning, and land a detachment of troops and destroy the war material in store there, which are numerous in number. This action is intended for a reprisal for the action of the Chinese at Langson at the same time. The French of Keelung were ordered to occupy the port and coal mines as security for the indemnity of France.

LONDON, August 22.—A dispatch from Peking to the Times says: The French legation left Peking yesterday. A telegraph station was opened here today. This is the first message since.

CHINA'S POSITION.—ENGLAND'S NEUTRALITY.
LONDON, August 22.—The Pall Mall Gazette this afternoon says: China has not issued a declaration of war, but will inform France and neutral powers she will regard a repetition of the French incident as an attack on China territory as such, a declaration of war. China will ask other powers and especially England to be strictly neutral. The English colony at Hongkong has been the base of operations against Tongking. China expects that the English colony will be warned of their duties as neutrals. It is quite certain the Chinese will immediately cross the southern frontier and invade Tonquin.

CHOLERA.
MARSEILLES, August 22.—The report of cholera in southern departments of France for twenty-four hours: Hérault, 4; Aude, 5; Gard, 2; Bouches du Rhône, 2.

PARIS, August 22.—During the twenty-four hours ended at 9 to-night there were fifteen deaths from cholera.

PARIS, August 22.—Five deaths by cholera in Marseilles last night, and two at Toulon. Weather at Toulon, cloudy. The public health is improving.

CHOLERA IN SWITZERLAND.
GENEVA, August 22.—It has been officially announced that there have been cases of cholera in this city.

THE BUBONIC DISEASE IN IRELAND.
LONDON, August 22.—A steamer landed at Waterford from the British steamship "Oranmore" from Liverpool for Baltimore. It was ill and was taken to the infirmary. Doctors pronounced the disease cholera, and of the Asiatic type. Three other steamers landed at the same time and were isolated.

CHOLERA IN ITALY.
ROME, Italy, Aug. 22.—Owing to the prevalence of cholera, the holding of fairs, markets, and public feasts and processions is forbidden throughout Italy. Troops guard all outlets to the cholera districts.

INTERNATIONAL Y. M. C. A.
BERLIN, August 22.—The Young Men's Christian association of the world continued its session today. A managing committee was constituted. The American representative on this committee is Mr. Van Bels, of Cleveland. Other members of the committee are the German Count Christophers from Meissen and Stockholm, Baron Osterberg from Hamburg, Holmberg from Copenhagen, and Barrelet from Sweden.

EXPLOSION.
SANTIAGO, August 22.—The mail steamer "Georgie," bound for Chile, exploded, killing several of the crew.

AUGUST BROUGHT CATASTROPHES.
NEW YORK, August 22.—The Tribune says the report was brought to this city yesterday by the steamer "Cienfuegos" from Genoa and Nassau that Carlos Aguerre, the Cuban revolutionary leader had been captured at the latter port by the Cuban army, and was being taken to Havana. The report is not believed by Cubans in this city or by the friends of Aguerre.

CHIME AND CASUALTY.

ASTROLOGICAL COLLISION IN PENNSYLVANIA.
LANCASTER, August 22.—Two freight trains collided this afternoon on the west yard of the Pennsylvania railway at Columbia. The caboose and gondola cars of the front train and the engine and four cars of the rear train the latter filled with sheep and hogs, were smashed. The wreck caught fire and consumed upwards of 800 animals, only 50 escaping. No human life was sacrificed.

THE BURNING MISS.
SHAMON, Pa., August 22.—There is no improvement in the situation at the burning mine at Buckridge. Gas is very strong at the Greenback mine, but the men got down forty-five feet without recovering any bodies, however.

A MURDERED WOMAN ATTEMPTS SUICIDE.
Special Dispatch to The Bee.
BIRMINGHAM, Aug. 22.—A very lovely young woman employed in Bunting's large shoe factory as foreman, attempted suicide by taking poison yesterday, but was saved by a stomach pump. She admitted that Wm. Bunting, her employer, had led her astray shortly after she entered his factory, and that by threats he had forced her to submit to his desires ever since. When he heard

MAGNIFICENT MEN-OF-WAR.

One of Them Is Sunk By a Three Masted Schooner.

Destruction of the Tallapoosa Off Martha's Vineyard.

Opinions Differ As to the Responsibility of the Disaster.

The Steamer Sinks Ten Minutes After the Collision.

The Crew Saved With The Exception of Two Men.

The Result of Sending Rotten Hulls to Sea as Ships of War.

Down With the American Navy.

COTTAGE CITY, Mass., August 22.—The United States steamship Tallapoosa sank off here last night. The survivors landed at Wood's Hall. The steamer collided with a three-masted schooner. She lies with the main mast and top of her smoke stack out of water. It is stated that two lives were lost. The facts of the sinking of the Tallapoosa are as follows: The Tallapoosa, with one hundred and forty men and officers, was bound for Newport to take on board Secretary Chandler. At eleven o'clock last night, during a thick fog, three miles northeast of Oak Bluffs, Martha's Vineyard, she was struck in the bow by the schooner James R. Lowell, of Bath, Maine, which was bound for Portland, with a cargo of coal. Her side was crushed in, and she sank within ten minutes in ten fathoms of water. As she went down her white flag was a signal of distress, as was seen by the steamer State City, which came up immediately, and with the schooner, Mary A. Hood, which was in the vicinity, rescued the crew, with the exception of the surgeon, and one man, who are said to be missing. The State City blew her whistle, and steamer Fish Hawk, lying at the wharf, at Wood's Hall, sent out a launch to pick up the survivors. The State City lay within three miles of the sinking of the Tallapoosa. The steamer James R. Lowell has been ordered to be towed to the wharf at Wood's Hall, and the schooner State City is being towed to the wharf at Wood's Hall. The facts of the sinking of the Tallapoosa are as follows: The Tallapoosa, with one hundred and forty men and officers, was bound for Newport to take on board Secretary Chandler. At eleven o'clock last night, during a thick fog, three miles northeast of Oak Bluffs, Martha's Vineyard, she was struck in the bow by the schooner James R. Lowell, of Bath, Maine, which was bound for Portland, with a cargo of coal. Her side was crushed in, and she sank within ten minutes in ten fathoms of water. As she went down her white flag was a signal of distress, as was seen by the steamer State City, which came up immediately, and with the schooner, Mary A. Hood, which was in the vicinity, rescued the crew, with the exception of the surgeon, and one man, who are said to be missing. The State City blew her whistle, and steamer Fish Hawk, lying at the wharf, at Wood's Hall, sent out a launch to pick up the survivors. The State City lay within three miles of the sinking of the Tallapoosa. The steamer James R. Lowell has been ordered to be towed to the wharf at Wood's Hall, and the schooner State City is being towed to the wharf at Wood's Hall.

LOGAN ON HIS JUNKIE.
He is Enthusiastically Received by the Hoosiers and Wolverines.

MICHIGAN CITY, Ind., August 22.—The train bearing General Logan was greeted by assembled crowds of citizens at every station through Michigan, the general occupying the brief stop by handshaking and remarks of greeting. The principal gatherings were at Kalamazoo, Lawton, Decatur, Dowagiac, Niles, Buchanan and this point. At Buchanan the band was out, and the demonstration was most enthusiastic. General Logan was everywhere received with cheers and an enthusiastic welcome, especially on the part of veterans and mothers and widows of soldiers. The Michigan City delegation met the train at the first station east of here. Four thousand people gathered to greet the general. On reaching the depot here an artillery salute and music of the band greeted the incoming train. Dr. M. G. Sherman, a leading citizen, introduced the general to the crowd. The general was met by a large number of citizens, and in the diversified industries of their state.

IN GOING about he had seen numerous evidences that Indiana was marching upon the advance of civilization of the country. He had been passing about in the midst of all other countries in all that makes a people great. While surveying and appreciating the progress of the state, he had been struck by the fact that people must not merely rest in satisfaction at what is already accomplished, but must see that the state's energy and industry are applied to the future, and that the country has not been lulled into a false sense of security. He said that the general's speech of the night had been a hearty cheer for Logan, and that he had been struck by the fact that the general had been so warmly received by the people of Indiana. He said that the general's speech of the night had been a hearty cheer for Logan, and that he had been struck by the fact that the general had been so warmly received by the people of Indiana.

FINANCIAL.
THE BROKEN BANK.
ALBION, N. Y., August 22.—The vault of the First National bank will probably not be open for three or four days. Bank Examiner Williams is positive the depositors will be paid in full. Cashier Conn is also of the same opinion. The bank has no assets, and the depositors will be given out until it is known where the bank stands. County Treasurer Wall has about \$2,000 in county and trust funds.

THE GRAND TRUNK RILES THE POOL.
CHICAGO, Ill., Aug. 22.—The signs of war in rates to the sea board, both freight and passenger, grows more pronounced. The fact was made public this morning that the Grand Trunk railway had awarded the Grand Trunk thirty per cent of east bound freight. General Manager Spicer, of the Grand Trunk, says the road will not accept the award, as it is one and a half times the rate now in effect. He says that the road will withdraw from the pool. The officials of the same road claim that Commissioner Fink has suggested to other roads in the trunk line passenger pool to make common war on the Grand Trunk. They assert that their road is in good position to fight, and asserts that when the time comes it will be a severe one. The opinion in railroad circles is that open war will result in a few days and that rates will drop to a very low figure.

ERIE'S NEW PRESIDENT.
CHICAGO, August 22.—John King, Jr., newly elected assistant president of the Erie road and a representative of the Chicago and Atlantic, were in the city today and inspected the terminal facilities of the Chicago and Atlantic, with which they express themselves much pleased. King says the understanding in his election was that he should succeed Jewett as president of the Erie. He will also be president of the Chicago & Atlantic. He declines to say what his policy in the management of the Erie will be.

THE WALSHS.
ST. LOUIS, August 22.—The election of J. F. Walsh to the presidency of the Walsh Railway having caused comment as to the probability of Detroit becoming the eastern terminus of the Walsh, instead of Toledo, it is stated on the authority of General Manager Tamm that there will be no business of freight to Detroit, and that the business of the road will be done as heretofore.

VANDERBILT INSPECTING THE NORTH-WESTERN.
CHICAGO, August 22.—W. K. Vanderbilt and party passed through the city today, going over the North-Western road. Vanderbilt says the trip is merely one of pleasure.

TEXAS FEVER.
IT BREAKS OUT IN A KANSAS HERD—Official Investigation.

ELIZABETH, Kansas, August 22.—Hon. John H. Fullenwider, member of the United States board of animal industry, held an examination upon three head of grade cattle that have just died here, and pronounced the disease as Texas fever. A gentleman by the name of Lake, F. Jones, shipped forty-eight head of Holstein, Durham and Hereford cattle from Wellington, Ohio, on the 28th July, arriving here August 7th. They were unloaded to rest at Elizabeth, Ill., where there were several head of sick and dead cattle. Presumably of Texas fever. Seven days after

HOOD'S SARSAPARILLA.
Combines, in a manner peculiar to itself, the best blood-purifying and strengthening remedies of the vegetable kingdom. You will find this wonderful remedy effective where other remedies have failed. Try it now. It will purify your blood, regulate the digestion, and give new life and vigor to the entire body.

HOOD'S SARSAPARILLA.
I was tired out from overwork, and it took me a long time to get on my feet. I suffered three years from blood poisoning. I took Hood's Sarsaparilla and think I am cured. Mrs. M. J. Davis, Brockport, N. Y.

PURIFIES THE BLOOD.
Hood's Sarsaparilla is characterized by three peculiarities: 1st, the combination of remedial agents; 2nd, the proportion of the ingredients; 3rd, the purity of the active medicinal qualities. The result is a medicine of unusual strength, effecting cures hitherto unknown.

HOOD'S SARSAPARILLA.
Sold by all druggists. 21, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100 Doses One Dollar.

RUMORS OF THE RAIL.

Could Denies the Statement That He Is Selling U. P. Stock.

And Claims That He Is Buying Heavily Daily.

The New President of the Erie Looking over the Field.

The Chicago & Grand Trunk Refuses to be Contented.

An Early War Between the Seaboard Lines Looked For.

Vanderbilt Comes West on a Tour of Inspection.

The State of the Market in Stocks.

SPECIAL DISPATCH TO THE BEE.
NEW YORK, August 22.—Gould has just made the following statement: "I see that I am reported as selling Union Pacific. It is not true. I am buying instead of selling. Wednesday I bought 10,000 shares and sold none."

It is stated that foreign holders of the Erie have evinced a disposition to advance money to pay off \$1,500,000 of the company's floating debt, have expressed a willingness to take a collateral trust bond to that amount, secured by Chicago and Atlantic bonds in the company's treasury. It is not clear that the Erie company has any other collateral which could be placed in such bond of this amount. The decline during the first half hour ranged in most cases from 1 to 1 cent. Since that time the market has been quiet, and the Erie stock has been within narrow limits for most of the active stock.

Union Pacific continues to be the leading feature in the market. It has been selling in the West in Western Union, St. Paul and Manhattan consolidated. In fact, the business of the day was confined principally to the Erie stock, and it has been a further advance of three per cent today. It is said that the advance has been on purchase for the account of a large syndicate. An effort has been made during the past two weeks to buy a block of 20,000 shares from private parties. Mr. Gould and Mr. Field have been busy yesterday, and that the order has therefore been filled in the open market.

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A DROWSY DAY.

Trading Being Quiet in the Chicago Market, and Prices Stationary.

Although Probable War In China Influences Wheat.

But it Soon Gravitates Back to Opening Figures.

A Continued Demand for First-Class Cattle.

But Shippers of Poorer Grades Need No Apply.

A Brisk Demand for Choice Hogs at the Same Prices as Yesterday.

SPECIAL DISPATCH TO THE BEE.
CHICAGO, August 22.—Speculation was at a low ebb during the greater portion of today's session on change, and prices showed very little change.

WHEAT.
Receipts were smaller here and at Kansas City, but larger at St. Louis and Toledo. Foreign arrivals were unfavorable, quoting dull, weak markets, and the shipping demand was rather limited. Rumors that war had been declared between China and France caused some firmness and an advance of about 1/8 above early prices. Later there was more desire to sell, and prices receded 1/8, again closing about the same as yesterday. On the afternoon board trading was more active and prices higher, closing at 78 1/2 for September, 80 1/2 for October, 82 for November and 83 1/2 for December.

CORN.
Trading in corn was fairly active with an unsettled feeling. Receipts were smaller and the shipping demand moderate. The market opened at about yesterday's closing, fluctuated slightly, then rallied under a fair demand about 1/8, declined under heavy offerings about 1/8, fluctuated and closed 1/8 to 1/4 lower. On the afternoon board prices rose 1/8 to 1/4, closing at 52 for August, 52 1/2 for September and 53 1/2 for October.

RYE.
Heavy offerings caused year delivery to decline 1/8 early, but rallied again and closed at 12 1/2. Options showed no change.

BARLEY.
ruling firm, closing at 7 1/2 for August and September, and 7 3/4 for October.

CATTLE.
Good natives were again scarce, and sold at extreme figures, the best making 6 1/2 to 7 1/2. Second class natives were slow, but, owing to scarcity of first class, steady. Native grasses had to be disposed of at any price. They are scarce in the market, and at prices that feeders can pay. There were 100 cars of fresh Texas, and territorial rangers on the market, and about 600 cars arrived, making about 1,000 in all. Trade is slow, and prices are lower than last week. Native butchers stock, dull, with a low range of prices, but for cows and calves. Texas are quoted at 3 1/2 to 4 1/2; yearlings, 4 1/2 to 5 1/2; 2 to 3 yearlings, 4 1/2 to 5 1/2; 3 to 4 yearlings, 4 1/2 to 5 1/2; 4 to 5 yearlings, 4 1/2 to 5 1/2; 5 to 6 yearlings, 4 1/2 to 5 1/2; 6 to 7 yearlings, 4 1/2 to 5 1/2; 7 to 8 yearlings, 4 1/2 to 5 1/2; 8 to 9 yearlings, 4 1/2 to 5 1/2; 9 to 10 yearlings, 4 1/2 to 5 1/2; 10 to 11 yearlings, 4 1/2 to 5 1/2; 11 to 12 yearlings, 4 1/2 to 5 1/2; 12 to 13 yearlings, 4 1/2 to 5 1/2; 13 to 14 yearlings, 4 1/2 to 5 1/2; 14 to 15 yearlings, 4 1/2 to 5 1/2; 15 to 16 yearlings, 4 1/2 to 5 1/2; 16 to 17 yearlings, 4 1/2 to 5 1/2; 17 to 18 yearlings, 4 1/2 to 5 1/2; 18 to 19 yearlings, 4 1/2 to 5 1/2; 19 to 20 yearlings, 4 1/2 to 5 1/2; 20 to 21 yearlings, 4 1/2 to 5 1/2; 21 to 22 yearlings, 4 1/2 to 5 1/2; 22 to 23 yearlings, 4 1/2 to 5 1/2; 23 to 24 yearlings, 4 1/2 to 5 1/2; 24 to 25 yearlings, 4 1/2 to 5 1/2; 25 to 26 yearlings, 4 1/2 to 5 1/2; 26 to 27 yearlings, 4 1/2 to 5 1/2; 27 to 28 yearlings, 4 1/2 to 5 1/2; 28 to 29 yearlings, 4 1/2 to 5 1/2; 29 to 30 yearlings, 4 1/2 to 5 1/2; 30 to 31 yearlings, 4 1/2 to 5 1/2; 31 to 32 yearlings, 4 1/2 to 5 1/2; 32 to 33 yearlings, 4 1/2 to 5 1/2; 33 to 34 yearlings, 4 1/2 to 5 1/2; 34 to 35 yearlings, 4 1/2 to 5 1/2; 35 to 36 yearlings, 4 1/2 to 5 1/2; 36 to 37 yearlings, 4 1/2 to 5 1/2; 37 to 38 yearlings, 4 1/2 to 5 1/2; 38 to 39 yearlings, 4 1/2 to 5 1/2; 39 to 40 yearlings, 4 1/2 to 5 1/2; 40 to 41 yearlings, 4 1/2 to 5 1/2; 41 to 42 yearlings, 4 1/2 to 5 1/2; 42 to 43 yearlings, 4 1/2 to 5 1/2; 43 to 44 yearlings, 4 1/2 to 5 1/2; 44 to 45 yearlings, 4 1/2 to 5 1/2; 45 to 46 yearlings, 4 1/2 to 5 1/2; 46 to 47 yearlings, 4 1/2 to 5 1/2; 47 to 48 yearlings, 4 1/2 to 5 1/2; 48 to 49 yearlings, 4 1/2 to 5 1/2; 49 to 50 yearlings, 4 1/2 to 5 1/2; 50 to 51 yearlings, 4 1/2 to 5 1/2; 51 to 52 yearlings, 4 1/2 to 5 1/2; 52 to 53 yearlings, 4 1/2 to 5 1/2; 53 to 54 yearlings, 4 1/2 to 5 1/2; 54 to 55 yearlings, 4 1/2 to 5 1/2; 55 to 56 yearlings, 4 1/2 to 5 1/2; 56 to 57 yearlings, 4 1/2 to 5 1/2; 57 to 58 yearlings, 4 1/2 to 5 1/2; 58 to 59 yearlings, 4 1/2 to 5 1/2; 59 to 60 yearlings, 4 1/2 to 5 1/2; 60 to 61 yearlings, 4 1/2 to 5 1/2; 61 to 62 yearlings, 4 1/2 to 5 1/2; 62 to 63 yearlings, 4 1/2 to 5 1/2; 63 to 64 yearlings, 4 1/2 to 5 1/2; 64 to 65 yearlings, 4 1/2 to 5 1/2; 65 to 66 yearlings, 4 1/2 to 5 1/2; 66 to 67 yearlings, 4 1/2 to 5 1/2; 67 to 68 yearlings, 4 1/2 to 5 1/2; 68 to 69 yearlings, 4 1/2 to 5 1/2; 69 to 70 yearlings, 4 1/2 to 5 1/2; 70 to 71 yearlings, 4 1/2 to 5 1/2; 71 to 72 yearlings, 4 1/2 to 5 1/2; 72 to 73 yearlings, 4 1/2 to 5 1/2; 73 to 74 yearlings, 4 1/2 to 5 1/2; 74 to 75 yearlings, 4 1/2 to 5 1/2; 75 to 76 yearlings, 4 1/2 to 5 1/2; 76 to 77 yearlings, 4 1/2 to 5 1/2; 77 to 78 yearlings, 4 1/2 to 5 1/2; 78 to 79 yearlings, 4 1/2 to 5 1/2; 79 to 80 yearlings, 4 1/2 to 5 1/2; 80 to 81 yearlings, 4 1/2 to 5 1/2; 81 to 82 yearlings, 4 1/2 to 5 1/2; 82 to 83 yearlings, 4 1/2 to 5 1/2; 83 to 84 yearlings, 4 1/2 to 5 1/2; 84 to 85 yearlings, 4 1/2 to 5 1/2; 85 to 86 yearlings, 4 1/2 to 5 1/2; 86 to 87 yearlings, 4 1/2 to 5 1/2; 87 to 88 yearlings, 4 1/2 to 5 1/2; 88 to 89 yearlings, 4 1/2 to 5 1/2; 89 to 90 yearlings, 4 1/2 to 5 1/2; 90 to 91 yearlings, 4 1/2 to 5 1/2; 91 to 92 yearlings, 4 1/2 to 5 1/2; 92 to 93 yearlings, 4 1/2 to 5 1/2; 93 to 94 yearlings, 4 1/2 to 5 1/2; 94 to 95 yearlings, 4 1/2 to 5 1/2; 95 to 96 yearlings, 4 1/2 to 5 1/2; 96 to 97 yearlings, 4 1/2 to 5 1/2; 97 to 98 yearlings, 4 1/2 to 5 1/2; 98 to 99 yearlings, 4 1/2 to 5 1/2; 99 to 100 yearlings, 4 1/2 to 5 1/2; 100 to 101 yearlings, 4 1/2 to 5 1/2; 101 to 102 yearlings, 4 1/2 to 5 1/2; 102 to 103 yearlings, 4 1/2 to 5 1/2; 103 to 104 yearlings, 4 1/2 to 5 1/2; 104 to 105 yearlings, 4 1/2 to 5 1/2; 105 to 106 yearlings, 4 1/2 to 5 1/2; 106 to 107 yearlings, 4 1/2 to 5 1/2; 107 to 108 yearlings, 4 1/2 to 5 1/2; 108 to 109 yearlings, 4 1/2 to 5 1/2; 109 to 110 yearlings, 4 1/2 to 5 1/2; 110 to 111 yearlings, 4 1/2 to 5 1/2; 111 to 112 yearlings, 4 1/2 to 5 1/2; 112 to 113 yearlings, 4 1/2 to 5 1/2; 113 to 114 yearlings, 4 1/2 to 5 1/2; 114 to 115 yearlings, 4 1/2 to 5 1/2; 115 to 116 yearlings, 4 1/2 to 5 1/2; 116 to 117 yearlings, 4 1/2 to 5 1/2; 117 to 118 yearlings, 4 1/2 to 5 1/2; 118 to 119 yearlings, 4 1/2 to 5 1/2; 119 to 120 yearlings, 4 1/2 to 5 1/2; 120 to 121 yearlings, 4 1/2 to 5 1/2; 121 to 122 yearlings, 4 1/2 to 5 1/2; 122 to 123 yearlings, 4 1/2 to 5 1/2; 123 to 124 yearlings, 4 1/2 to 5 1/2; 124 to 125 yearlings, 4 1/2 to 5 1/2; 125 to 126 yearlings, 4 1/2 to 5 1/2; 126 to 127 yearlings, 4 1/2 to 5 1/2; 127 to 128 yearlings, 4 1/2 to 5 1/2; 128 to 129 yearlings, 4 1/2 to 5 1/2; 129 to 130 yearlings, 4 1/2 to 5 1/2; 130 to 131 yearlings, 4 1/2 to 5 1/2; 131 to 132 yearlings, 4 1/2 to 5 1/2; 132 to 133 yearlings, 4 1/2 to 5 1/2; 133 to 134 yearlings, 4 1/2 to 5 1/2; 134 to 135 yearlings, 4 1/2 to 5 1/2; 135 to 136 yearlings, 4 1/2 to 5 1/2; 136 to 137 yearlings, 4 1/2 to 5 1/2; 137 to 138 yearlings, 4 1/2 to 5 1/2; 138 to 139 yearlings, 4 1/2 to 5 1/2; 139 to 140 yearlings, 4 1/2 to 5 1/2; 140 to 141 yearlings, 4 1/2 to 5 1/2; 141 to 142 yearlings, 4 1/2 to 5 1/2; 142 to 143 yearlings, 4 1/2 to 5 1/2; 143 to 144 yearlings, 4 1/2 to 5 1/2; 144 to 145 yearlings, 4 1/2 to 5 1/2; 145 to 146 yearlings, 4 1/2 to 5 1/2; 146 to 147 yearlings, 4 1/2 to 5 1/2; 147 to 148 yearlings, 4 1/2 to 5 1/2; 148 to 149 yearlings, 4 1/2 to 5 1/2; 149 to 150 yearlings, 4 1/2 to 5 1/2; 150 to 151 yearlings, 4 1/2 to 5 1/2; 151 to 152 yearlings, 4 1/2 to 5 1/2; 152 to 153 yearlings, 4 1/2 to 5 1/2; 153 to 154 yearlings, 4 1/2 to 5 1/2; 154 to 155 yearlings, 4 1/2 to 5 1/2; 155 to 156 yearlings, 4 1/2 to 5 1/2; 156 to 157 yearlings, 4 1/2 to 5 1/2; 157 to 158 yearlings, 4 1/2 to 5 1/2; 158 to 159 yearlings, 4 1/2 to 5 1/2; 159 to 160 yearlings, 4 1/2 to 5 1/2; 160 to 161 yearlings, 4 1/2 to 5 1/2; 161 to 162 yearlings, 4 1/2 to 5 1/2; 162 to 163 yearlings, 4 1/2 to 5 1/2; 163 to 164 yearlings, 4 1/2 to 5 1/2; 164 to 165 yearlings, 4 1/2 to 5 1/2; 165 to 166 yearlings, 4 1/2 to 5 1/2; 166 to 167 yearlings, 4 1/2 to 5 1/2; 167 to 168 yearlings, 4 1/2 to 5 1/2; 168 to 169 yearlings, 4 1/2 to 5 1/2; 169 to 170 yearlings, 4 1/2 to 5 1/2; 170 to 171 yearlings, 4 1/2 to 5 1/2; 171 to 172 yearlings, 4 1/2 to 5 1/2; 172 to 173 yearlings, 4 1/2 to 5 1/2; 173 to 174 yearlings, 4 1/2 to 5 1/2; 174 to 175 yearlings, 4 1/2 to 5 1/2; 175 to 176 yearlings, 4 1/2 to 5 1/2; 176 to 177 yearlings, 4 1/2 to 5 1/2; 177 to 178 yearlings, 4 1/2 to 5 1/2; 178 to 179 yearlings, 4 1/2 to 5 1/2; 179 to 180 yearlings, 4 1/2 to 5 1/2; 180 to 181 yearlings, 4 1/2 to 5 1/2; 181 to 182 yearlings, 4 1/2 to 5 1/2; 1